THEODORE ROOSEVELT ISLAND PEDESTRIAN BRIDGE
George Washington Memorial Parkway at Theodore Roosevelt Island
Arlington Vicinity
Arlington County
Virginia

HAER No. VA-8

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Department of the Interior
P.O. Box 37127
Washington, D.C. 20013-7127

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HISTORIC AMERICAN ENGINEERING RECORD

THEODORE ROOSEVELT ISLAND PEDESTRIAN BRIDGE
HAER No. VA-87

I. INTRODUCTION

Location:	George Washington Memorial Parkway, near milepost 8.0, 0.1 miles east of the GWMP, carries pedestrian and park vehicle access over Little River, to Roosevelt Island, Arlington County.
FHwA Structure No.:	3300-038T.
Date of Construction:	1978.
Type:	Prestressed concrete girder bridge.
Designer:	Federal Highways Administration with approval from the National Park Service.
Present Owner:	National Capital Region, National Park Service.
Present Use:	Pedestrian access to Theodore Roosevelt Island.
Significance:	Presently this is the only land route to Theodore Roosevelt Island.
Project Information:	Documentation of the George Washington Memorial Parkway and Clara Barton Parkway was undertaken as a multi-year project by the Historic American Buildings Survey and the Historic American Engineering Record (HABS/HAER), a combined division of the National Park Service, Robert Kapsch, Chief. The project was sponsored by the Park Roads Program of the National Park Service, John Gingles, Deputy Chief, Engineering and Safety Services Division. The Project Supervisor was Sara Amy Leach, HABS Historian. Bridge reports were prepared by Elizabeth M. Nolin (1988); Michael P. Kucher (University of Delaware, 1993); and Jennifer P. Wentzien (University of Washington, 1994). HABS Report No. VA-69 prepared by Timothy Davis (University of Texas) provides an overview history of the entire parkway project. Jack E. Boucher and Jet Lowe produced the large-format photographs. The Washington-based summer 1994 documentation team was headed by landscape architect Tim Mackey (Harvard University, Graduate School of Design).

II. HISTORY

The Theodore Roosevelt Island Pedestrian Bridge was built in 1977 and replaced an earlier causeway which connected the island with the Virginia shore. The bridge is accessed from a parking lot off the northbound land of the George Washington Memorial Parkway (GWMP). A 1964 proposal for the Theodore Roosevelt Island Footbridge has been hailed as "one of the Potomac's most interesting projected structures."[1] This unbuilt design proposed a one-of-a-kind 400' single span orthotropic steel structure.[2] As built the structure is a mixture of styles. The stone-faced wing walls recall the heavy masonry of early stone-faced bridges. In contrast the camber of the prestressed concrete girders as they span to Roosevelt Island expresses the lightness of structure.

Description

The bridge is a seven prestressed concrete structure resting on reinforced concrete piers and abutments. Wing walls are stone faced. Six reinforced concrete single piers are 3' in diameter and support twin prestressed girders. The overall length is 491' with a maximum span of 72'. The concrete deck is 12.3' wide. Timber handrails were specified.

III. SOURCES

Federal Highways Administration. Plans for Proposed Project 1A42. Microfiche reductions of original construction drawings on file at the Bridge Inspection office of the Eastern Federal Lands Division Highway Federal Highway Administration, Sterling Virginia.

Myer, Donald B. Bridges and the City of Washington. U.S. Commission of Fine Arts, Washington D.C. 1974.

U.S. Department of the Interior, Historic American Buildings Survey (HABS), No. VA-69, "George Washington Memorial Parkway," 1994. Prints and Photographs Division, Library of Congress, Washington D.C.

U.S. Department of the Interior, National Park Service. "Structure Inventory and Appraisal Sheet - Structure No. 3300-038T." 4/21/93.

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[1]Donald B. Myer, Bridges and the City of Washington, U.S. Commission of Fine Arts, Washington D.C., 1974, p.34.

[2]Ibid.